

CHINESE NEW
YEAR'S DAY.
Having been appointed
as the Chinese New
Year's Day, we are pleased to inform
our friends that we have
arranged for the day to be
observed as a public holiday,
and on
very moderate terms.

"CHINA MAIL" OFFICE.

The China Mail

ESTABLISHED FEBRUARY 1, 1840.

No. 10,216

五十九年十一月十五日

HONGKONG, FRIDAY, NOVEMBER 15, 1895.

九月九日

PRICE, \$2.50 PER MONTH.

AGENTS FOR THE CHINA MAIL

LONDON.—F. ALLEN, 11 & 12, Old Bond Street, E.C.; Gossos & Sons, 20, Cornhill; Goron & Goron, 12, Queen's Gate, E.G.; Hedges & Co., 27, New Bond, E.C.; SAMUEL BRADON & CO., 150 & 154, Leadenhall Street; W. M. WILLIS, 151, Cannon Street, E.C.; HENRY WATSON, 150, Fleet Street.

PARIS AND EUROPE.—MAYNARD, FAHR & CO., 11, Rue de la Grange-Baudouin.

NEW YORK.—J. STEWART HARRIS, THE UNITED STATES AGENT, 62, West 23rd Street.

SAN FRANCISCO AND AMERICAN PORTS generally.—BROWN & BAXTER, 20, Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—Gibson & Goron, Melbourne and Sydney.

CYPRUS.—W. M. SALTER & CO., THE APOTHECARY CO., Nicosia.

SINGAPORE STRAITS, &c.—KELLY & WATSON, LTD., Singapore.

CHINA.—MUNRO, A. L. DA COSTA, AMERY, N. MORRIS & CO., LIMITED, Foochow; HEDGES & CO., SHANGHAI; NEWPORT & CO., KOWLOON; WALTER FOWLER & CO., and KELLY & CO.

Banks.

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 5% PER CENT. per annum. Deposits may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 5% PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation,

J. JACKSON,
Chief Manager.

Hongkong, August 14, 1895. 2105

THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORIZED CAPITAL.....\$1,000,000.
SUBSCRIBED CAPITAL.....\$500,000.

HEAD OFFICE—HONGKONG.

Court of Directors.

D. GILLIES, Esq. (Stoltzenhoff, Esq.)

CHIN KEE SHAN, CHUW TUNG SHAN, Esq.

KWAN HOI CHEN, Esq.

(See Manager.)

(See W. F. PLAYFAIR,

Interest for 12 months, 5%.)

Hongkong, October 23, 1895. 2111

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL.....\$1,500,000.

SUBSCRIBED CAPITAL.....\$2,125,000.

Paid-up Capital.....\$500,000.

Head Office—LONDON.

LONDON JOINT STOCK BANK, LTD.

Interest allowed on Current Accounts at the rate of 2% per annum on the Daily Balance.

On NEW FIXED DEPOSITS:

For 12 Months.....5%

For 6 Months.....4%

For 3 Months.....3%

Deposits Received on Old Terms.

JOHN THURBURN,
Manager, Hongkong.

Hongkong, August 9, 1895. 2106

THE CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.

HEAD OFFICE, LONDON.

CAPITAL PAID UP.....\$500,000.

RESERVE FUND.....\$500,000.

BALANCE.....\$350,000.

RESERVE FUND.....\$350,000.

INTEREST allowed on Current Account at the rate of 2% per annum on the Daily Balance.

On Fixed Deposits for 12 months 5%.

" " 3% 4%

" " 2% 3%

T. H. WHITEHEAD,
Manager.

Hongkong, September 10, 1895. 2105

HONGKONG AND SHANGHAI BANKING CORPORATION.

Path of Capital.....\$10,000,000.

Reserve Fund.....\$5,000,000.

Reserve Liabilities of \$10,000,000.

PROVISIONS:

Court of Directors—

J. K. GRANT, Esq., Chairman.

A. McConaghie, Esq., Deputy Chairman.

Hon. J. Bell-Irving, A. O. Macpherson.

G. B. Dodwell, Esq., Esq.

M. D. Ekelund, Esq., D. R. Salmon, Esq.

B. M. Gray, Esq., N. A. Stiles, Esq.

Other Members—

Hongkong—T. JACKSON, Esq.

Manilla—F. D. DAVIS, Esq.

Shanghai—E. M. DAVIS, Esq.

LONDON BANKERS—LONDON AND OVERSEAS BANKING CO., LTD.

Hongkong—Interest allowed.

On Current Accounts at the rate of 2% per cent. per annum on the daily balance.

On Fixed Deposits:

For 3 months 5% per annum.

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THE CHINA MAIL.

SUNDAY, NOVEMBER 15, 1895.

For Sale.

FOR SALE.

Messrs. Kelly & Walsh's List includes the following Works by Dr. EITEL:

EUROPE IN CHINA: The History of Hongkong, from the beginning to the year 1832. Hongkong, 1895. \$6.00.

HANDBOOK OF BUDDHISM: A Sanskrit-Chinese Dictionary. Second Edition. Hongkong, 1888. \$2.50.

THREE LECTURES ON BUDDHISM: Third Edition. Hongkong, 1888. \$1.50.

FENGSHUI: Rudiments of Chinese Natural Science. Hongkong, 1873. \$2.00.

CHINESE DICTIONARY IN THE CAN-TON DIALECT: Four Volumes, with Appendix. Hongkong, 1877. \$10.00. Bound. \$11.00.

CHINESE SCHOOLBOOKS: Translated. I. The Triangular Classic. II. The Thousand Words Poem. \$0.50 per set.

Hongkong, August 9, 1895. 1467

To-day's Advertisements.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

The Co.'s Steamship *Fornax*, Captain Hopkins, will be despatched for the above Port on SUNDAY, the 17th Instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAFRANK & CO.,
General Managers,
Hongkong, November 15, 1895. 2134

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

The Steamship *Woolson*, Captain JONES, will be despatched on SUNDAY, the 17th Instant, at Daylight.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, November 15, 1895. 2125

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

The Steamship *Keweenah*, Captain HARRIS, will be despatched on MON-

DAY, the 18th Instant, at Noon.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, November 15, 1895. 2135

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA VIA AMOY.

The Co.'s Steamship *Yuenlong*, Captain WADDILLOW, will be despatched as above on TUESDAY, the 19th Instant, at 4 p.m., instead of as previously notified.

This Steamer has superior Accommodation for First-class Passengers.

For Freight or Passage, apply to
JARDINE, MATHEWS & CO.,
General Managers,
Hongkong, November 15, 1895. 2123

STRATH LINE OF STEAMERS.

FOR KOBE AND YOKOHAMA.

The Steamship *Strathiron*, Captain PHILLIPS, will be despatched for the above Ports at 4 p.m. on TUESDAY, the 19th November.

For Freight or Passage, apply to
DODWELL, CARILL & CO.,
Agents,
Hongkong, November 15, 1895. 2035

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO YOKOHAMA, KOBE AND NAGASAKI.

(Passing through the INLAND SEA).

The Co.'s Steamship *Hohenlohe*, Captain P. WETTIN, will leave for the above Ports on or about THURSDAY, the 21st Inst.

For further Particulars, apply to
MELCHERS & CO.,
Agents,
Hongkong, November 15, 1895. 2187

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO SHANGHAI.

The Co.'s Steamship *Prestiss*, Captain HOEMANN, due here with the outward German Mail about the 20th Inst., will leave for the above place about FRIDAY, the 22nd Instant.

For further Particulars, apply to
MELCHERS & CO.,
Agents,
Hongkong, November 15, 1895. 2187

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN & HAMBURG.

PORTS IN THE LEVANT, BLACK SEA & BALTIK PORTS;

—Also,

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GULFPORT & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

Freight..... Monday | Dec. 9.
Suechuan..... Monday | Jan. 6.
Gens..... Monday | Feb. 3.

ON MONDAY, the 9th day of December, 1895, at 3 p.m., the Company's S.S. *PREUSSEN*, Captain HUSSMAN, with MAILED PASSENGERS, SPECIALLY AND CARGO, will leave this port as above calling at NAPLES and GANDA.

Shipping Orders will be granted till

Noon, on SATURDAY, the 7th December, and Goods and Specie will be received on board until Noon, on MONDAY, the 9th December, and Parcels will be received (at the Agency's Office) until Noon, on SUNDAY, the 8th December.

Contents of Package must be required.

No Parcels will be accepted for less than \$2.50, and Parcels should not exceed Two Feet Cubic in measurement.

The Steamship *Algoa* brings splendid Accommodation and carries a Doctor and Steward.

It can be washed on board.

For further Particulars, apply to

MELCHERS & CO.,

Agents,
Hongkong, November 15, 1895. 2133

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI VIA SWATOW.

(Taking Cargo & Passengers at through rate for CHENGKOU, TIENTSIN, NEW CHWANG, HANKOW and Ports on YANGTZE.)

The Co.'s Steamship *Amoy*, Captain HUSSMAN, will be despatched as above on MONDAY, the 16th Instant, at 4 p.m.

For Freight or Passage, apply to

JARDINE, MATHEWS & CO.,

General Managers,
Hongkong, November 15, 1895. 2134

Vessels Advertised as Loading.

Destination	Vessel	Agent	Date o' Loading
Bremen & Ports of Call	Preussen (s)	Norddeutscher Lloyd	Dec. 9, at 3 p.m.
Chefoo and Tientsin	Chingping (s)	Carlowitz & Co.	Nov. 16, at 5 p.m.
Japan	Ancona (s)	P. & O. S. N. Co.	Nov. 22, at noon
Kobe and Yokohama	Strathiron (s)	Dodwell, Carill & Co.	Nov. 19, at 4 p.m.
London & Ports of Call	Sardapore (s)	Butterfield & Swire	November 21.
London & Ports of Call	Manzapore (s)	P. & O. S. N. Co.	About Dec. 2.
London & Ports of Call	Dierna (s)	Holliday, Wise & Co.	November 16.
London & Ports of Call	Teviotdale (s)	P. & O. S. N. Co.	November 23.
New York	Wandering Jew	Arnold, Karberg & Co.	Nov. 20.
New York	Engelhorn	Siemssen & Co.	Quick despatch.
New York	Matherhorn	Arnold, Karberg & Co.	Quick despatch.
S. Francisco, v. Japan	City of Peking (s)	Pacific Mail S. S. Co.	Nov. 18, at noon.
S. Francisco, v. Japan	Afridi (s)	O. & S. S. O.	Nov. 18, at 4 p.m.
Shanghai	Nanyang (s)	Siemssen & Co.	About Nov. 26.
New York, v. Suecana	Glengey (s)	Dodwell, Carill & Co.	About Dec. 10.
New York, v. Suecana	Monmouthshire (s)	Shaw & Co.	Quick despatch.
New York, v. Suecana	Teviotdale (s)	Siemssen & Co.	Quick despatch.
New York	Wandering Jew	Arnold, Karberg & Co.	Quick despatch.
New York	Keweenah (s)	Pacific Mail S. S. Co.	Nov. 18, at 4 p.m.
Shanghai	Keweenah (s)	Dodwell, Carill & Co.	Nov. 17, at noon.
Shanghai	Prussia (s)	Arnold, Karberg & Co.	Nov. 17, at 4 p.m.
Shanghai	Woo-sung (s)	Butterfield & Swire	Nov. 21.
Shanghai	Keweenah (s)	Pacific Mail S. S. Co.	Nov. 17, at 4 p.m.
Shanghai	Keweenah (s)	Dodwell, Carill & Co.	Nov. 17, at noon.
Shanghai	Woo-sung (s)	Arnold, Karberg & Co.	Nov. 17, at 4 p.m.
Shanghai	Keweenah (s)	Pacific Mail S. S. Co.	Nov. 17, at 4 p.m.
Shanghai	Keweenah (s)	Dodwell, Carill & Co.	Nov. 17, at noon.
Shanghai	Keweenah (s)	Arnold, Karberg & Co.	Nov. 17, at 4 p.m.
Shanghai	Keweenah (s)	Pacific Mail S. S. Co.	Nov. 17, at 4 p.m.
Shanghai	Keweenah (s)	Dodwell, Carill & Co.	Nov. 17, at noon.
Shanghai	Keweenah (s)	Arnold, Karberg & Co.	Nov. 17, at 4 p.m.
Shanghai	Keweenah (s)	Pacific Mail S. S. Co.	Nov. 17, at 4 p.m.
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Shanghai	Keweenah (s)	Arnold, Karberg & Co.	Nov. 17, at 4 p.m.
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Shanghai	Keweenah (s)	Dodwell, Carill & Co.	Nov. 17, at noon.
Shanghai	Keweenah (s)	Arnold, Karberg & Co.	Nov. 17, at 4 p.m.
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Shanghai	Keweenah (s)	Dodwell, Carill & Co.	Nov. 17, at noon.
Shanghai	Keweenah (s)	Arnold, Karberg & Co.	Nov. 17, at 4 p.m.
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Shanghai	Keweenah (s)	Dodwell, Carill & Co.	Nov. 17, at noon.
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Shanghai	Keweenah (s)	Pacific Mail S. S. Co.	Nov. 17, at 4 p.m.
Shanghai	Keweenah (s)	Dodwell, Carill & Co.	Nov. 17, at noon.
Shanghai	Keweenah (s)	Arnold, Karberg & Co.	Nov. 17, at 4 p.m.

REUTER'S TELEGRAMS.

[SUPPLIED TO THE "CHINA MAIL."]
London, 13th November, 1895.

NAVAL MOVEMENTS IN THE MEDITERRANEAN.

An Italian Squadron has been ordered to the Levant, possibly to join the British Squadron at Salerno.

THE ASHANTI EXPEDITION.

Col. Scott, Inspector of Constabulary of the Gold Coast (I), commands the Expedition to Ashanti, which will consist of 1,400 men, including 600 picked regulars. A Squadron of warships will co-operate. Prince Christian Victor will accompany the Expedition.

(Same Observer).

NEW BURMA RAILWAY.

Rangoon, October 25th.
The plans have been sanctioned for the extension of the railway from Mogauing to Myitkyina.

THE BURME STATE FIASCO.

LONDON, October 25th.
Mr Scott, the Boundary Commissioner, is at present engaged at the Foreign Office on duties in connection with the Mekong region negotiations.

(El Comercio).

THE CUBAN CAMPAIGN.

MADRID, Nov. 7.
The rebels are destroying towns and factories wherever they pass, but continue to avoid the Royalist troops.

Mambo, Nov. 8.

During the last ten days of this month, four thousand transports with twenty-two battalions of infantry and one battalion of marines will leave Spain for Cuba. Two thousand Spanish and four Brigadier Generals will accompany the new expedition.

The additional troops will be sent to Cuba in December next.

The regular columns of the regulars have been sent to the Villa region. The rebels under Dr. Morris, attacked and dispersed on the 10th instant several parties of the transports concentrated between Matanzas and the Villa, killing 32 and wounding 50 of them.

THE GALE.

The British steamer *Sidon* (Capt. Murphy) which arrived last night from Saigon—eight days out—reports that the passage was uneventful from Saigon to Cape Padar. From Padar to Hongkong; however, a series of N. N. E. and Northwesterly gales was experienced, with very heavy seas, which did considerable damage to the fore part of the ship. The galleries, with the rice boilers, &c., were completely gutted out; and this added greatly to the miseries of her Chinese passengers, nearly 150 in number, who had a terrible time. About 5 p.m. on the 11th inst., during a heavy gale, a sailor was washed overboard while endeavouring to secure the port lifshoat which had broken adrift. Capt. Murphy hove to the vessel at once, lifebuoys, gratings, &c., were thrown to the man, and with considerable difficulty a boat was lowered, in charge of the chief officer. This was a matter of great danger, owing to the heavy sea that was running, and the officers and crew of the steamer deserve to be congratulated for their gallant efforts to save the seaman. Fortunately, the boat was able to reach the man, and he was hauled on board and afterwards transferred to the steamer.

The boat was also picked up without any serious damage being sustained; the chief officer had his hands crushed, but fortunately not severely. The cook was knocked down by a sea, and had his head severely cut, and another member of the crew sustained slight injuries. Heavy weather was experienced till the arrival of the steamer in Hongkong Harbour. The *Sidon* seems to have had her forecastle deck gone in slightly, for there is a distinct dentification of all the deck planking right in the bows, and some of the angle-irons and other internal supports must have yielded somewhat to the tremendous steaming. How far the damage may have gone it is impossible to say at present, but it is to be hoped it will turn out nothing serious. The vessel made a little water in the fore-hold, but all things considered, it was wonderfully little.

The *Perseus* *Clao* had a worse experience than any. She left Hangchow on the 30th October, and Koo-chai-chang on the 31st, and in the weather as far as Cape Padar. From the point she got into the strong monsoon wind, commencing on the 4th, increasing quickly to violent gales, with high-backed seas and terrific squalls. For the whole of the voyage the decks were constantly flooded, the pounding and thundering of the seas doing a good deal of damage, though thanks to the soundness and seaworthiness of the vessel she came through really very well. The funnel was caked with salt nearly half an inch thick right to the top, which shows how the mast have been under water. On the morning of the 4th a Chinese sailor was badly knocked about that it is considered certain he must have broken a rib if not more, and from appearance the end of it must be broken in half; but it clearly failed to go to any European hospital, and therefore can't be sure.

On the 10th, the weather was so violent that the vessel was headed close to the land, and, notwithstanding the state of the sea, the crew had to go ashore to get supplies. There was a high wind, the steering gear broke down completely, the rudder jammed up from the side, the heads. The rest of the voyage had to be made with three men at the helm.

The *Perseus* *Clao* was so long out that his crew was exhausted and had to be

nearly taken only six—that fears were entertained for her safety, especially as she had not been reported by any vessel. Her officers and owners are to be congratulated on her safe arrival.

The new China Navigation steamer *Pekko* must also have experienced terrible weather, for she is eleven days out from Singapore and has only just reached Saigon. She is on her maiden voyage to the East, and left Saigon on the 3rd inst. A telegram was received yesterday announcing that she had put into Saigon, short of coal, which implies that she must have had a furious struggle with the storm. She is expected to reach here next Sunday.

SAF ACCIDENT TO AN ENGLISH MAN-OF-WAR BOAT.

LOSS OF 48 MEN.

We regret to have to record a very sad accident which occurred on Wednesday last at Choncupa, by which forty-eight men-of-war's men lost their lives. A telegram was received this morning by Admiral Buller, advising the sad news. It appears that on the 13th inst. (Wednesday last) a pulling launch belonging to H.M.S. *Edgar* at Choncupa foundered, and no less than forty-eight men were lost. Anything more distressing can hardly be conceived, and much sympathy will be evoked for the relatives and friends of the deceased. Of course no details are as yet to hand, but much interest will be felt in the future explanation of so strange and regrettable an occurrence.

Admiral Buller announced the sad affair to the Squadron this morning, with an expression of regret.

LOSS OF THE NORWEGIAN STR. NANKING.

On the 13th inst., Messrs. Weller and Co. received a telegram from Chefoo announcing the stranding of the Norwegian str. *Nanking* at Chefoo.

The steamer left Hongkong for Chefoo and Newchwang, under the command of Captain Storlien; with a general cargo, on the 31st October. It is believed that she had called at Chefoo and was on the voyage from Chefoo to Newchwang when she lost two of her propeller blades. She must have been in a precarious condition for the captain deemed it advisable to run to Port Arthur. What occurred there is, of course, not yet known, but it is stated that the authorities there—whether Japanese or otherwise unknown—prevented her from entering, and Captain Storlien had apparently resolved to put back to Chefoo as the most likely place to effect repairs. In making the harbour, the *Nanking* struck a rock, and the telegram states that she will most likely become a total loss. All hands were saved. The name is made of cargo or the crew's effects.

It is not known definitely whether she was going to or coming from Newchwang, but it is most probable she was on the voyage from Chefoo to Newchwang, in which case there would be very little cargo on board.

The *Nanking* was built in Norway in 1894 to replace a vessel of the same name. She is 1339 tons gross and 844 net.

THE TUNG WA HOSPITAL.

A COMMISSION OF INQUIRY.

We are given to understand that His Excellency the Governor is about to appoint a Commission to inquire into the working of the Tung Wa Hospital. This is a wise course. We are sure the Government has no intention, and never had any intention, of dealing frankly with the Chinese management of this institution which has been subjected to a good deal of criticism from time to time. The advantage of having a Hospital exclusively for Chinese is so apparent that it renders argument in favour quite unnecessary at this time of day; but it is obvious that a considerable difference of opinion may arise with regard to details of management. Under wise European supervision, the Hospital must accomplish a certain measure of benefit to suffering humanity, and where its management does not run counter to public health we think reference might wisely enough be shown to Chinese medical without giving up any medical or governmental principle.

Just now, there is much friction, and if the wheel can be oiled by some judicious action of the Government, there is no reason to believe that difficulties may not be overcome or prevented and a understanding arrived satisfactory to all parties. A Commission of Enquiry should certainly find the way out of the present trouble.

With regard to what has been said about the removal of patients from the Tung Wa to the Government Civil Hospital the following interview is translated from to-day's issue of the *Tung Wan Fat Po*.—

“Ah Leung is a native of San-wui, aged 45, employed in the Wing Chong Chen shop, Hongkong. Last month he was engaged in the shop in removing four through paroxysms he injured his left foot which caused him difficulty in walking. He was accordingly referred to the Tung Wa Hospital for treatment and was treated there for seventeen days. I am a certain foreign doctor, white, with the reputation of the best in the world, and, according to his notes of holding some little medicine. However, I am the steaming gear broke down completely, the steam pipe burst from the side, the head, the rest of the voyage had to be made with three men at the helm. The

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foot were not cut off his life was in danger. Therefore knife and saw were applied, his left foot was accordingly cut off, and at present he is progressing to recovery. It was said Ah Leung at that time did not wish to go to the Government Hospital and his family people were also anxious to take him with them to the country for treatment, but this proposal was not carried into effect. It was heard that some one saw Ah Leung, and asked him whether he was voluntarily willing to let his left foot be cut off, and Ah Leung replied he was not willing; it was a matter he could not help. He also said that he now became a cripple; it is difficult for him to obtain a livelihood. Therefore, he fears his family, consisting of several members, will be starved to death in consequence. After he finished saying this Ah Leung burst into tears. The man again asked him what the doctor said. He stated the doctor said ‘If your foot is cut off you will live, otherwise you will die. Do you wish to live or die?’ Ah Leung, hearing this, replied with a smile, ‘People all love to live and hate to die; why should I differ?’

I understand nothing has yet been fixed with regard to the Regatta. Although somewhat unfortunate on one of the days last year, I am inclined to favour holding the Regatta on this side of the Harbour. Even the little opposition which existed last year was entirely dependent upon the defecting members from the V.R.C. Up to the present the record of the new Club is ignominious enough.

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THE CHINA MAIL

FRIDAY NOVEMBER 16, 1895.

Mails.

U. S. Mail Line.
PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Nagasaki), Kobe, Inland Sea, Yokohama & Honolulu.

Saturday, Nov. 16, at noon.

China (via Nagasaki), Kobo, Inland Sea, Yokohama.

Tuesday, Nov. 26, at noon.

Peru (via Nagasaki), Kobo, Inland Sea, and Yokohama.

Tuesday, Dec. 17, at noon.

The U. S. Mail Steamship CITY OF PEKING will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, TO-MORROW, the 16th November, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Railways for the connection with the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders FOR OVERLAND CITIES IN THE UNITED STATES have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japanese Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company and connecting Steamers.

Bills will be received on board until 4 p.m. the previous to sailing. Parcel Postages will be received at the Office until 6 p.m., same day; all Parcel Postages should be marked to address in full, name of same is required.

Circular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN,
Agent.

Hongkong, November 16, 1895. 2007

Occidental & Oriental Steam-

Ship Company.

TAKING CARGO AND PASSENGERS

TO JAPAN, THE UNITED

STATES, MEXICO, CENTRAL AND

SOUTH AMERICA, AND EUROPE,

VIA

THE OVERLAND RAILWAYS,

AND

ATLANTIC & OTHER CONNECTING

STEAMERS.

VIA INLAND SEA OF JAPAN AND

HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Afrika (via Nagasaki),

Kobe, Inland Sea, and Yokohama.

Contio (via Nagasaki),

Kobe, Inland Sea, and Yokohama.

Tuesday, Dec. 26, at noon.

Guinea (via Nagasaki),

Kobe, Inland Sea, and Yokohama.

Tuesday, Jan. 14, at noon.

* This steamer will carry no Passengers.

The Company's Chartered Steamship AFRIKA will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on FRIDAY, the 31st December, at Noon, connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passages Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office, and 8 p.m., the day previous to sailing.

Circular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight

apply to the Agency of the

J. S. VAN BUREN,

Agent.

Hongkong, November 16, 1895. 2007

NORTHERN PACIFIC

STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the Pacific Coast and to the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG to LONDON, \$400.

Excellent accommodation. First class Table, Doctor and SWAEDNESS carried.

HONGKONG to NEW YORK, \$850.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL Park route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINERS.

HONGKONG to TACOMA, \$225.

Rate of Passage to other Points on application.

Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

Victoria..... 5,167 | Tuesday | Dec. 3.

Hankow..... 5,594 | Tuesday | Dec. 24.

Tacoma..... 2,640 | Tuesday | Jan. 14.

Hongkong..... 3,167 | Tuesday | Feb. 11.

The Steamship VICTORIA, Capt. J. P. ANTON, sailing at Noon, on TUESDAY, the 3rd December, will proceed to VICTORIA, B.C., and TACOMA, THURSDAY, the 21st December, at 5 p.m., instead of as previously advertised.

For Freight or Passage, apply to

DODWELL, CARLILL & CO.,

Agents.

Hongkong, November 16, 1895. 2066

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in the United States, should be sent to the

Company's Office, San Francisco.

For further information as to Freight

apply to the Agency of the

J. S. VAN BUREN,

Agent.

Hongkong, November 16, 1895. 2074

Mails.



STEAM FOR STRAITS, Ceylon, Australia, India, Egypt, MEDITERRANEAN PORTS, PLYMOUTH, AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

Hongkong, November 13, 1895. 2119

FOR SHANGHAI.

The Steamship Nanyang, Captain E. SCOTT, will be despatched for the above Port on SATURDAY, the 16th Inst., at 4 p.m.

For Freight or Passage, apply to SIEMSEN & CO.

Hongkong, November 13, 1895. 2119

FOR CHEFOO AND TIENSIN.

The Steamship Chingping, Captain BLAKE, will be despatched for the above Ports on SATURDAY, the 16th Inst., at 6 p.m.

For Freight or Passage, apply to CARLOWITZ & CO.

Hongkong, November 12, 1895. 2110

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.

The Steamship Agassiz, Captain F. STAVAS, will be despatched as above on SATURDAY, the 16th Instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE.

Hongkong, November 14, 1895. 2114

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, PORT SAID.

MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, LONDON, HAVRE AND BORDEAUX.

AUG 19

PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 27th November, 1895, at Noon, the Company's Steamship SALAZIE, Commander PAUL, with MAIIS, PASSENGERS, SPECIE and CARGO, will leave this Port for the above places.

Cargo will be received at the Office until 6 p.m. same day; all Parcel Postages should be marked to address in full, name of same is required.

Circular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight apply to the Agency of the Company.

J. S. VAN BUREN,

Agent.

Hongkong, November 16, 1895. 2082

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